

Hongkong Daily Press.

JUBILEE
PILSENER BEER.
* IN HOCK BOTTLES.
PER CASE OF 4 DOZ. QTS. } SING.
" " 6 " Pts. }
SOLE AGENTS:—
H. PRICE & CO.

W. H. G. MORDEY, Manager
Hongkong, 20th May, 1901. [a1]

INTIMATION.

A. S. WATSON & CO.,

LIMITED.

ESTABLISHED A.D. 1841.

THE LEADING MANUFACTURERS

OF

AERATED WATERS

IN THE FAR EAST.

We are now making Aerated Waters only at our NEW WEST POINT FACTORY, which is openly situated facing the sea, and is the LARGEST and BEST FITTED SODA WATER FACTORY in the FAR EAST.

ORDERS WILL BE

RECEIVED AS USUAL.

A. S. WATSON & CO.

LIMITED,

AERATED WATER MANUFACTURERS

ESTABLISHED 1841.

Hongkong, 22nd May, 1901.

BIRTHS.

On the 16th May, at 7, Minghong Road, Shanghai, the wife of G. B. LEMMON, of a daughter. At Gopeng, Perak, on the 10th May, the wife of DOUGLAS J. HERVEY, of a son.

DEATH.

At the Victoria Nursing Home, Rango Road, Shanghai, on the 18th May, Lieut.-Col. E. M. DAWKIN, I.M.S.

The Daily Press.

HONGKONG OFFICE: 14, DES VOGES ROAD, CL. LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 27th May, 1901

ALTHOUGH it may be conceded that, in his further criticism of the administration of public affairs in this Colony, "Scrutator" has pitched the key rather high in some directions, yet in the main we are confident he has expressed the views of the vast majority of the community. In asserting this, we have no desire to join in any wild accusations against the Government, or to take part in any sweeping condemnation of the form of administration under which we live. There are two sides to every question, and it would be crass folly to refuse to acknowledge the good points in a system because it is open to criticism on others. We are quite ready to admit that we are governed with every desire on the part of the officials in Downing Street to provide for all the just wants of the Colony; and if intentions could count for anything we should probably have little to complain of. The residents are on the whole lightly taxed; those of British origin are immune from the inquisitorial income tax, while those of foreign derivation are not, as in some other countries, required to pay a poll tax. All residents, of whatever nationality, can come and go unquestioned, unhindered, unafraid. No passports are demanded; no customs officers make landing or departure an ordeal to passengers. No obstructions are placed in the way of any legitimate trade; no privileges are accorded to any class or race. Land can be acquired as freely by aliens as by His Majesty's subjects, and justice is administered with absolute impartiality in all the Courts of the Colony. Under this just and liberal rule, wisely designed to encourage and develop trade, a mighty commerce has, as the result, grown up: the port has become the greatest in Asia and one of the first in point of tonnage, and in many other respects, in the world. It would be churlish and ungrateful in the extreme to omit to give credit to our rulers for these great, these magnificent results. We are

penetrated by a sense of our deep obligations to the tenacity and foresight of the Governments that, having put their hands to the plough in the early days, refused to be guided by the pessimistic forebodings of Mr. MONTGOMERY MARTIN, and persevered in their policy until success beyond all imagination rewarded their faith in unrestricted trade and liberal measures.

Having said so much, in vindication of our position, we turn to the situation which has in later days developed, and propose again briefly to discuss the new points raised by "Scrutator" in his effort to arouse public opinion on the manner in which affairs municipal have been allowed to drift. We have already referred at some length to the crying evils of the system of drainage, which for our sins has been thrust upon us by sciolists, who appear to have been unable to grasp the great salient fact that a system suitable to the wants of a civilised people in a temperate climate is not necessarily adapted to a semi-civilised race in a semi-tropical country. Whether this system should be entirely superseded, or whether it can be so modified as to neutralise its dangers, in the sense indicated by our correspondent "T," is a question for experts on the one hand and the Treasury on the other. But that something must be done and a large outlay incurred, to rectify the mistakes of the past, is a fact that surely no Government can refuse to recognise. The utter inadequacy of the Sanitary staff to grapple with the herculean task of reforming the sanitary condition of the city of Victoria has been demonstrated to the hilt by "Scrutator." A staff consisting of a medical officer, a sanitary surveyor, and a score of inspectors of nuisances could at best, even in a temperate climate, only touch the fringe of their real work; but in this huge aggregation of slums they are simply set to essay the impossible. Much credit is due to Dr. CLARK for the cheerful energy in which he daily takes up his Sisyphean task; but it is surely time that the citizens of Victoria came to his relief, and alleviated the hopelessness of his efforts. The ratepayers do not, we feel sure, grudge the money for providing a staff competent to deal with the sanitation of the city. Much the same may be said for the medical staff. It is undermanned and underpaid, proper inspection of arrivals is alike impracticable and unthought of. Yet there is no reason, Dr. BELL's opinion notwithstanding, why some sort of supervision should not be exercised over arrivals. As we have pointed out, it would be difficult, and perhaps impossible, to exclude all persons suffering from or sickening for plague from entering the Colony, but some tentative efforts might be made in this direction. In the matter of overcrowding and the cognate one of insanitary dwellings, something has been done by the passage of the Building Ordinance, but much more might have been effected if the Sanitary staff had been equal to the work and the accumulated filth and refuse removed and noxious nuisances abated. With regard to the sale of articles unfit for human food, this is a matter that presents no difficulties, always provided the Sanitary officials have the time to exercise proper supervision over the markets and storekeepers. This is a duty, we think, that should devolve on them, and not on the police, few of whom possess the requisite knowledge to examine and analyse the articles. The control and regulation of the chair and jinricksha traffic, on the other hand, is obviously the work of the police; and, either for want of men or of stringency in their instructions, it is very ineffectively carried out. All that "Scrutator" says under this head is capable of most undeniable proof. The coolies engaged in this traffic are without doubt about the most insolent, ill-behaved, and rascally set of scoundrels that could be found in any city in any quarter of the globe, and require very stern treatment to keep them in hand. It is a common trick on their part to refuse fares, if they perceive the chance of securing a gratuity to victimise; and it is a commoner one to substitute a base coin for that paid by their fare, and impudently demand another in its place; and they almost invariably attempt extortion from women if unaccompanied. The carrying coolies are not many degrees less objectionable, for they jostle and collide with passengers, whom they, being dirty and unsavoury, frequently compel to yield the pavement to them and their burdens. In no other part of the East would such conduct be tolerated for a moment, but in Victoria, where it is unlawful to use the argument of the stick, and the guardian of the peace apparently has too much to do to regulate the sidewalks, walking in the streets is provocative of misery to ladies and of strong language from their lords. Discretion and a cane in the hands of a European constable would no doubt go far to cure this evil; it is not one to be dealt with by fine or imprisonment.

The question of education is one apart from that of municipal matters, and we do not propose to deal with it here. But "Scrutator" is amply justified in referring to the Public Buildings of the Colony in disparaging terms. There is hardly a respectable-looking block of Government buildings to be found on the island. The Post Office is adapted to the needs of a town of 5,000 to 10,000 inhabitants, and would be a most indifferent specimen of architecture in a village. Representations on the subject of the miserable accommodation and the inadequate staff of the Post Office have been made to the Government by the Chamber of Commerce and by the Press, and the accommodation has been enlarged recently; but the staff remains short of the requirements, and has lately been still further denuded by the transfer of one of the principal clerks to Shanghai as Acting Postmaster. We believe it is intended to proceed with the contemplated new Post Office almost immediately, and we trust this will prove to be the fact. Why, however, the staff should go undermanned is incomprehensible while there are unattached cadets available as temporary assistants. This Harbour Office is simply a disgrace to the port, and ought not to remain in existence an hour longer than necessary. The Law Courts are most wretchedly housed, and are wholly unsuited for the purpose, while architecturally they are a standing reproach to the Colony. The foundations of the proposed new Law Courts are in course of being piled, but at the present rate of progress it will be many years before the capstone of the central dome will crown the edifice. To the Government, as to the typical Chinaman, time is of no importance, and in its vocabulary there is no such word as hasten. It has been decided to take down the present Clock Tower and re-erect it at the head of Blake Pier, both as a measure to secure a shelter to passengers and to remove an existing eyesore and obstruction. But it would be interesting to know about what date this improvement will be effected. The Government is miserably lacking in initiative. It was left to the fertile brain of a resident to think out the scheme for the redemption of the foreshore; and if the continuity of the great arteries from west to east is ever secured, as now seems probable, it will be due to the same calculating mind. In the matter of municipal administration the Government has been tried and found wanting. It has not kept pace with the times; it has not shown adaptability; it has frittered away money uselessly in some directions; it has made the Colony suffer severely in others from its imprudent parsimony. The British community are justified in believing that a Municipality could not do worse, if it did not do better, and they evidently want to try the experiment. We are not too sanguine of its unqualified success, because, as we have said before, there seems a dearth of experienced men who could afford to give sufficient time to the work; but we are open to conviction. At any rate, no harm could result from an attempt to take the sense of the community on the subject, and we therefore propose that a public meeting be held to consider the best means for making representations to the Secretary of State for the Colonies in favour of the establishment of a Municipal Council for the city of Victoria.

On Saturday morning, at Wanchai, a coolie fell off the plying-plank between a junk and the wharf and was drowned.

Owing to the claims on our space to-day we are obliged to hold over a number of letters, including three dealing with the all-important sanitary question. These will be published in to-morrow's issue.

We have received a Government notification, and have also been informed by the Secretary of the Hongkong General Chamber of Commerce, that the Government has received the following telegram, dated the 24th instant, from H. B. M. Consul-General at Bangkok:—"Vessels from Hongkong should call at Kok Phai for quarantine."

Officers commanding units of the Hongkong Volunteer Corps, and the members of shooting committees of units, have been requested to attend a meeting at Headquarters at 5.30 p.m. on Wednesday, 29th inst., to arrange a day or days for shooting for the Governor's Shield, and also to arrange a programme for a prize meeting at some future date.

Inspector McEwan, of the Naval Yard Police, is resigning shortly, and will be succeeded by Sergeant Lawrence, of the Kowloon detachment, who joined the Police Force as a constable on 16th February, 1899, and was promoted to the rank of sergeant on 4th March, 1900. Inspector McEwan, who has five years' service, joins the staff of the Sanitary Department. He holds the Plague and Cholera medals.

On Saturday afternoon, at the Farero Club, Mr. F. D. Setna, the president of the Hongkong Pines Cricket Club, was presented with a nice souvenir in the shape of a silver tea-set and tray by the members of the club and friends. Mr. J. M. Master, the captain of the club, spoke very highly of Mr. Setna, and said how very sorry all the members would be to miss him from the club when he went home by the steamer *Arcton* *Apar*. In reply, Mr. Setna thanked all the members, wished the club prosperity, and hoped to see it on a better footing when he returned. All present then wished Mr. Setna bon voyage.

On Saturday H.M.S. *Glory* left for Yokohama, while H.M.S. *Bonaventure* arrived from Kobe.

It is common talk amongst the military that the Royal Welsh Fusiliers will leave here in October for Singapore.

The transport *Clarence* left the harbour at about noon yesterday for India, conveying a squadron of the Bengal Lancers.

The march-out of the Volunteers proposed for Saturday afternoon fell through, only fifty-nine members appearing on parade.

The appointments of Mr. W. Crake to be Second Assistant Marine Surveyor, and Mr. R. McEwen to be Inspector of Nuisances, are notified in the Gazette.

The Weekly Prayer Meeting in connection with the Hongkong Christian Union will be held in the Music Room, City Hall, at 5.15 p.m. to-day, when Mr. John Pitt will preside.

The P. and O. steamer *Java* left Woolwich on the 20th ult. for China and Japan. She conveys a draft of one officer and 45 men of the Royal Engineers for this port and Singapore.

The steamer *Arcton* *Apar*, Captain Fey, sails for Calcutta on Wednesday with about one thousand Indian troops and eight European and twenty-four native officers from the North. The *Arcton* *Apar* arrived in the harbour on Thursday from Calcutta, and since then her fitting-up as a transport has been rapidly proceeding. She is a large, roomy vessel, and well adapted for troop work.

Captain von Usedom, who was in command of the German detachment with Admiral Seymour's expedition to reach Peking, and later on was attached to Count von Waldersee's staff, has been recalled and placed at the disposal of the chief of the German Baltic fleet. This measure is taken because it is thought that a military co-operation between the naval and land forces is no longer necessary.

The *Echo de Chine* says that M. Doumar, Governor-General of French Indo-China, who has been so successful in his promotion of the railways in the colony he governs, is now about to consecrate his indefatigable ardour to the promotion of railways in Yunnan. He relies on the concurrence of those who have savings to invest and of the great French capitalists of industry, and trusts that when he leaves Paris on the 27th of July next, the scheme will be in train.

The *Foochow Echo* of the 18th inst. has the two following items:—Late news from Fuhning and the neighbourhood is far from satisfactory. There is threatening a persecution of the native Christians. Missionaries on the spot are apprehensive of trouble, but the situation is not thought very seriously of by others at a distance. In the meantime those who are looked upon as likely to create trouble are said to declare themselves to be Bowers, and this is the unpleasant part of the news as it reaches us.—The trouble last year which arose out of the tea from the Panyong and Pakim districts being conveyed from Santa to Foochow by steamer, instead of by coolies overland, has recommenced. The sea passage is both cheaper and quicker and the packages and their contents are less liable to damage from wet weather, and so the owners prefer it; but the coolies can only see that they have a prescriptive right to the carriage of the produce, and regardless of all other considerations are fighting for it.

Bishop Corfe, of Corea, who is now on a visit to England, is endeavouring to raise a fund for the endowment of the See in Corea. In a letter to the S.P.C.K. he states:—"I am informed that a sum of about £200 per annum has been contributed towards the endowment of an income for the present and future Bishops in Corea. I am now emboldened to ask the Society for Promoting Christian Knowledge if they will contribute £100 per annum." The Standing Committee have reported that the Bishop had given them an account of the financial position and work in his diocese. The clergy received no salaries, but were maintained out of the S.P.C.K. block grant. The Bishop had hitherto received nothing from this source, as he had a naval pension. He thought that, though the S.P.C.K. would doubtless continue to support the clergy, yet the bishopric had better be endowed, so as to make it permanent. He thought £300 a year would be sufficient, though £400 a year might be better. The work in Corea had gone on satisfactorily.

Mr. and Mrs. Broadbent arrived in Hongkong from Amoy on Friday last, en route for England; and we understand that they do not intend to return to the Far East. Mr. Broadbent is an old China hand, having spent some 40 years in these parts, during nearly 30 of which he has been honourably connected with the Hongkong and Shanghai Bank. For many years he has been Manager of the Amoy Branch of the Bank, and his departure, and that of his wife, will leave a great blank in Amoy, where they have by their goodness and kind geniality endeared themselves to everybody. Mrs. Broadbent, too, will be sorely missed by the Chinese women at the port. Some years ago she founded a Lace Guild, in which she personally instructed Chinese women to make lace, and made arrangements for the sale of the lace they made. Gradually the Lace Guild attained considerable proportions; large numbers of women have learned in it a useful art by which they have been able to contribute in no small degree to the support of their homes; and have also learned many a lesson of good living from the constant contact with Mrs. Broadbent. The crowds of neatly dressed but fearful women who came to see her off bore witness to the great influence which Mrs. Broadbent had acquired amongst them by her kindly love and sympathy, and wise practical help.

The following appointments have been made at the Admiralty:—Staff Surgeons V. G. Thorpe, to the *Centurion*, for service with the marines at Weihaiwei, and P. E. Maitland, to the *Argonaut*, to date April 24th.

The death of Colonel Hampden, Acting late Madras Staff Corps, is announced at the age of 70 years. He served with the expedition to China in 1842, and was present at the capture of Woosung, Shanghai, and Chinkiang, receiving the medal for this service. Subsequently he saw a good deal of service in Burma.

The new first-class armoured cruiser *Cressy*, one of six ships of a new type being added to the British Navy, reached Portsmouth on the 25th ult. after successfully concluding her gun and torpedo trials. The *Cressy's* displacement is 12,000 tons, and she has a speed of 21 knots. It is understood that the *Cressy* will come to China.

The home papers report a determined suicide last month at the Chinese Legation in Portland Place, London. It appears that Madame Ling, aged 40 years, a ladies maid engaged at the Legation for some time past, was found hanging by a piece of rope from a book in the ceiling of her bedroom. A medical man who was summoned stated life had been extinct for some hours, death being due to strangulation by hanging.

The *Times of Ceylon* claims to have good reason for stating that the appointment as Junior Puisne Justice of the Supreme Court of Ceylon—which will be vacant when Mr. Justice Lawrie retires in November, or at any rate early next year—has been offered by Mr. Chamberlain to the Hon. Mr. Alfred Wise, Puisne Judge of the Supreme Court of Hongkong. There is every probability that Mr. Wise will accept the offer, says our Ceylon contemporary, for the local salary is £18,000 per annum, while the Hongkong salary is only £8,400 dollars.

With reference to the rumour that unless the Emperor returns speedily to Peking there is an intention to place the Empire under the control of four high Chinese officials, thereby, as it were, partitioning China amongst her own sons and not amongst the Foreign Powers, the following report says the *N. C. Daily News* is now circulating amongst the local mandarins:—(1) The Liangkang and Min-Chi provinces to be under the Viceroy Liu of Nanking; (2) Hunan, Hupoh, and Szechuen to be under the Viceroy Chang of Wuchang; (3) Kwangtung, Kwangsi, Yunnan, and Kweichow under Viceroy Tiao of Canton; (4) Shantung, Shanxi, Southern Shensi, Honan, and Chihli under Governor Yuan of China. Finally, Northern Shensi, Kansu, Chinese Turkestan, Tibet, Mongolia (Inner and Outer), and Manchuria to be under the Emperor (the Empress Dowager and her Reactionaries, of course), who is to be given the liberty of doing whatever His Majesty may be pleased to command in the matter.

THE PLAGUE.

The cases of plague during the 48 hours ended at noon on Saturday numbered 78, of whom 72 were Chinese, 5 other Asiatics and 1 European. The deaths numbered 70, of which 67 were Chinese and 3 other Asiatics. All the European patients were progressing satisfactorily.

Mr. T. Meek, manager to Messrs. G. Falconer & Co., watchmakers and jewellers, Queen's Road, has been admitted to Kennedy Town Hospital suffering from plague. The symptoms in Mr. Meek's case developed rather suddenly. He felt quite well on Thursday, and in the evening attended a meeting of the Victoria Recreation Club, of which he is a member. On Friday morning he felt ill, and complained of dizziness, who pronounced him to be suffering from plague. The patient was at once removed to hospital, where he now lies in a rather serious condition. Mr. Meek, who was lately home on holiday after eight years spent in the colony, was living at Beaconfield Arcade, and continued to do so even when the other Europeans had left.

The latest information we were able to obtain shows that all the Europeans are doing well, with the exception of Mr. Meek, who has undergone no change.

CONCERT AT CLUB LUSITANO.

A grand concert by Senorita Adalina Bonin, assisted by several local ladies and gentlemen under the direction of Professors Galuzzi and Emil Danzberg, was held in the handsome and spacious ballroom of Club Lusitano on Saturday night. In spite of the heat, a fairly large audience assembled to greet Senorita Bonin, among those present being Senor Consolheiro Romano and Mr. Crespo, the Portuguese Consul-General of Canton, and Mrs. Crespo. Senorita Bonin was put down for four Spanish songs which, although not perhaps sufficiently familiar to a Hongkong audience to be fully appreciated, were very efficiently rendered. This lady possesses a very good and powerful voice, and sings with the usual expression and grace which characterise all Spanish primadonnas. The programme for the evening, though somewhat lengthy, was put through in a capital style, and bonquets were numerous. The ladies and gentlemen sang and played so well that it is difficult for us to mention any one specially. Mr. Geo. P. Lammer's rendering of Paganini's "Queen of the Earth" was, however, undoubtedly the gem of the evening. Mr. Lammer, although billed for one song, appeared again in the second part of the programme and sang "Oh, Day of Bliss" to fill the place of Mr. F. G. Marques, who was unable to sing.

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

THE CRISIS IN CHINA.

SHANGHAI, 26th May, 10 p.m.

A SIGN OF THE COURT'S RETURN. The China Merchants have been ordered to commence sending the tribute rice to Tientsin. This is the first certain indication of the Imperial Court's return.

DOWAGER RESENTS A NOVEL SUGGESTION.

The Empress Dowager is furious with Wang Wen-shao for suggesting that the Emperor should return to Peking by way of Nanking and Shanghai.

LONDON, 23rd May, 7.50 p.m.

AMERICA REJECTS REDUCTION OF INDEMNITY.

Mr. Rockhill reports that the American proposals for the reduction of the indemnity have been finally rejected.

THE POWERS DIVIDED.

The Powers are divided concerning the accepting of the Chinese Bonds.

COUNT VON WALTERSSEE'S DEPARTURE.

The Peking correspondent of the *Lokalanzeiger* telegraphs to the effect that Count von Walterssee will depart about the beginning of June. After stopping for a fortnight at Japan he will proceed to Shanghai, Java, probably Batavia, and the German East African colonies.

GENERAL NEWS.

LONDON, 23rd May, 7.50 p.m.

NARROW ESCAPE OF THE KING.

Sir Thomas Lipton's yacht *Shamrock II* met with a disaster in the Solent, whilst encountering a squall. King Edward was on board and had a narrow escape.

MRS. MCKINLEY'S HEALTH.

Mrs. McKinley is rapidly recovering.

THE PRESIDENT SUPPORTS THE SHIPPING SUBSIDIES AND CABLE.

President McKinley has promised a San Francisco deputation the full support of the administration for the Pacific Shipping Subsidies and also the Cable.

VESSEL ASHORE.

Lloyd's reports that the vessel *Acronia* is ashore at Perim. Eight feet of water are reported to be in the forehold.

THE FOREIGN POST OFFICES AND TURKEY.

The conflict between Turkey and the Powers is ended. The foreign Post Offices resume work.

ARABI PASHA PARDONED.

Arabi Pasha has been pardoned.

DEATH OF WELL-KNOWN BOER.

Commandant Pretorius is dead. [Commandant Pretorius, the veteran Boer general, was captured by the British early in the war. It was necessary to amputate his leg, as he had received a severe wound. He was released by Lord Roberts and handed over to General Cronje.]

MONEY MARKET.

Consols are quoted at £98 15/16. The rate for weekly advances ranged from 3½ to 8½ per cent. Bank rate is still at 4.

REUTER'S SERVICE.

LONDON, 22nd May.

THE BOER INVASION OF CAPE COLONY.

Commandant Kritzinger with 200 followers has re-entered Cape Colony. It is stated that the fresh invasion of Cape Colony is due to the continued British harrying movements in the South of the Orange River Colony.

THE PORTE AND THE FOREIGN POST OFFICES.

Lord Lansdowne in the House of Lords said that the Government was determined to insist upon reparation for the conduct of the Turkish Officials regarding the foreign Post Offices.

LONDON, 22nd May.

YACHTING ACCIDENT—NARROW ESCAPE OF KING EDWARD.

Sir Thomas Lipton's yacht *Shamrock II*, whilst out for trial in the Solent with King Edward and her owner on board, was caught in a squall. The yacht snatched her bowsprit, and immediately afterwards the topmast and steel mainmast, weighing a couple of tons, collapsed, and fell over the yacht's side. All on board had a miraculous escape. King Edward preserved complete composure during the trying ordeal and returned to London to-night.

INTIMATIONS

EYE-SIGHT.

Mr. N. LAZARUS,
Oculist-Optician, of London and Calcutta,
may be consulted for SPECTACLES at
16, Queen's Road Central
(R. HOUGHTON & Co.)
(Nearly opposite the Honoring Hotel).
Business Hours: ... 10 a.m. to 5 p.m.

A Great proportion of cataracts and diseases
affecting those advancing in life occur to
those having some deficiency in the construction
of the eyes—the many years of strain
ending in serious forms of disease. Glasses
specially adapted in youth to those requiring
them save and preserve the sight.

Constantly recurring headaches, spells of
dimness when reading, weak eyes, the letters
running together; any of these symptoms indi-
cate a deficiency in the form of the eye requir-
ing Glasses only to correct and cure.
Mr. LAZARUS supplies his SPECTA-
CLES only after testing the sight.
ADVICE FREE. [77]

BANK HOLIDAY.

THE undermentioned Banks will be
CLOSED for the transaction of Public
Business TO-DAY, the 27th instant, WHITE
MONDAY.

For the CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.
T. P. COCHRANE,
Manager, Hongkong.

For the HONGKONG AND SHANGHAI BANKING
CORPORATION.
T. JACKSON,
Chief Manager, Hongkong.

For the NATIONAL BANK OF CHINA,
LIMITED.
GEO. W. F. PLAYFAIR,
Chief Manager, Hongkong.

For the MERCHANT BANK OF INDIA,
LIMITED.
JOHN THURBURN,
Manager, Hongkong.

For the BANQUE DE L'INDOCHINE,
HONGKONG BRANCH.
L. BERNARDINI,
Acting Manager, Hongkong.

For the BANK OF CHINA & JAPAN, LIMITED.
J. W. R. TAYLOR,
Manager, Hongkong.

For the YOKOHAMA SPECIE BANK, LIMITED.
TAKO HODSUMI,
Manager, Hongkong.

For the IMPERIAL BANK OF CHINA.
H. W. RUTTER,
Manager, Hongkong.

For the DEUTSCH-ASIATISCHE BANK.
H. SCHOTTLENDER,
Acting Manager, Hongkong.

Hongkong, 23rd May, 1901. [1319]

INSURANCE HOLIDAYS.

THE Undermentioned Insurance Offices
will be CLOSED for the transaction of
Public Business TO-DAY, the 27th instant,
WHITE MONDAY.

JARDINE, MATHESON & CO.,
General Agents,
CANTON INSURANCE OFFICE, LIMITED,
General Managers,
HONGKONG FIRE INSURANCE CO., LD.,
For the UNION INSURANCE SOCIETY OF
CANTON, LIMITED.

W. J. SAUNDERS,
Secretary,
For the NORTH CHINA INSURANCE CO.,
LIMITED.

W. H. PERCIVAL,
Agent,
For the CHINA TRADERS' INSURANCE
CO., LIMITED.

W. H. RAY,
Secretary,
For the YANTZSI INSURANCE ASSOCI-
ATION, LIMITED.

SHEWAN, TOMES & CO.,
Agents,
For the CHINA FIRE INSURANCE CO., LD.,
Secretary.

GEO. L. TOMLIN,
Secretary,
Hongkong, 23rd May, 1901. [1320]

N X R

VICTORIA PRECEPTORY.

A REGULAR MEETING of the
VICTORIA PRECEPTORY will be
held at the FREEMASONS' HALL, TONIGHT
(MONDAY), the 27th inst., at 8.30 for 9 p.m.
precisely. Visiting Sir Knights are cordially
invited to attend.
Hongkong, 22nd May, 1901. [1310]

IMMEDIATE.

LADY or MARRIED COUPLE
WANTED TO SHARE with another
LADY an exceptionally good house, with a
fine view, in a healthy locality in Kowloon.
Apply by letter to—
X. Z.
Care of Office of this Paper.
Hongkong, 23rd May, 1901. [1328]

CANDIDATES for POLICE in NAVAL
YARD REQUIRED. Must be of Good
Character and British Birth, between 25 and
35 years of age.
Apply with Papers to—
COMMANDER,
H. M. Naval Yard.
Hongkong, 25th April, 1901. [1106]

ASSISTANT WANTED by the ROBIN-
SON PIANO CO., LTD.
Apply—
13, QUEEN'S ROAD.
Hongkong, 8th May, 1901. [1204]

A ON & CO.,
PHOTOGRAPHERS AND PORTRAIT
PAINTERS.
All kinds of Oil Paintings and Photographic
Enlargements.
39A, TOP FLOOR, QUEEN'S ROAD CENTRAL.
Opposite to Chas. J. Gump & Co.
Hongkong, 20th March, 1901. [797]

THE HONGKONG STEAM WATER
BOAT COMPANY, LIMITED.
THE above Company is prepared to supply
the shipping in Hongkong with PURE
and FILTERED WATER both for deck and
boilers.
Call Flag W.
J. W. KEW,
Manager,
20, Des Voeux Road.
Hongkong, 18th December, 1900. [1313]

AUCTIONS

PUBLIC AUCTION.

THE Underigned has received instructions
to Sell by Public Auction,
TO-MORROW (TUESDAY),
the 28th May, 1901, at 2.45 p.m., at
No. 24, Morrison Hill Road,
THE WHOLE OF THE
HOUSEHOLD FURNITURE
(Full Particulars in Catalogue).
On View on Monday, the 27th May.
TERMS:—Cash on delivery.
GEO. P. LAMMERT,
Auctioneer.
Hongkong, 23rd May, 1901. [1324]

PUBLIC COMPANIES

THE "STAE" FERRY COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRD ORDINARY ANNUAL
MEETING of SHAREHOLDERS in
the above Company will be held at the
Company's Office, No. 2, Connaught Road,
at Noon, on WEDNESDAY, the 30th May, for
the purpose of receiving the Report of the
Directors, with a Statement of Accounts to
30th April, 1901.

The TRANSFER BOOKS of the Company
will be CLOSED from the 29th to the 29th
May, both days inclusive.

EDWARD OSBORNE,
Secretary.
Hongkong, 18th May, 1901. [1278]

A. S. WATSON & CO., LIMITED.
THE FINAL DIVIDEND for the year
1900, at the rate of Seventy Cents per
Share (or Seven per cent. on the Capital of
the Company, making Twelve per cent. for
the year) is PAYABLE at the HONGKONG AND
SHANGHAI BANK, Hongkong, on and after
this date the 23rd May, 1901, on Warrants to
be obtained from the undersigned. Local
Shareholders are requested to apply at the
Company's Office for their Warrants.

The Dividend is also payable at the Hong-
kong and Shanghai Bank, Shanghai, on pre-
sentation of Warrants there, on and after the
same date.

A. H. MANCELL,
Secretary.
Hongkong, 23rd May, 1901. [1326]

CANTON LAND COMPANY, LIMITED.
NOTICE IS HEREBY GIVEN that the
following:—

No.	Shares.	Numbered.	In the name of
6	10	51-60	Anthony Babington, Esq.
7	10	61-70	Do.
8	10	71-80	Do.
9	10	81-90	Do.
14	10	151-160	Croasy Ewens, Esq.
15	10	161-170	Do.
16	10	181-190	Fung Shiu San, Esq.
19	10	201-210	Do.
20	10	211-220	Do.
25	10	246-255	A. G. G. Gordon, Esq.
33	10	311-320	Blazer Silas Kelly, Esq.
34	10	321-330	Do.
35	10	331-340	Do.
36	10	341-350	Do.
37	10	351-360	Do.

with Transfer Deeds Attached having been
LOST, New Certificates for the same will be
issued one month from the date hereof, and the
Original Certificates will be considered by the
Company as null and void, and all persons are
hereby warned against accepting or negotiating
same.

SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 7th May, 1901. [1202]

BATU KAWAN SUGAR
CULTIVATION COMPANY,
LIMITED.

TO BE INCORPORATED UNDER THE COMPANIES
ORDINANCES OF HONGKONG.

DIRECTORS:—
FRANCIS MAITLAND, Esq. (Messrs.
Listed & Davis).
HON. CATCHICK PAUL CHATEL,
C.M.G.
ROBERT G. SHEWAN, Esq. (Messrs.
Shewan, Tomes & Co.)
DAVID ELLSWORTH BROWN, Esq.

CAPITAL
In 8,000 Shares of \$50 each.
Payable \$50 per Share on application on
30th May, 1901.
Of the Capital, \$100,000 has been taken up
in Penang, \$150,000 in Hongkong, and the
Balance \$150,000 is offered to the public.

THIS Company is being formed for the pur-
pose of acquiring as a going concern the
Valuable Property known as the BATU
KAWAN ESTATE situated in Province
Wellesley, in the Straits Settlements, and con-
taining and extending the Cultivation of
Sugar-cane and other produce.
The property has been cultivated and worked
as a Sugar Estate for many years, and the
present proprietors are now offering the Estate
for sale for private financial reasons.
For Prospectus and full particulars, apply to
Messrs. LINSTED & DAVIS,
Hongkong,
General Managers,
or to
Messrs. DEACON & HASTINGS,
Hongkong,
Solicitors.
Application Forms may be obtained at the
Company's Bankers, the HONGKONG & SHANG-
HAI BANKING CORPORATION, Hongkong.
Hongkong, 17th May, 1901. [1276]

FOR SALE.

RURAL BUILDING LOT 103, BARKER
ROAD.
Apply to—
HUMPHREYS ESTATE AND
FINANCE CO., LIMITED.
Hongkong, 31st January, 1901.

NOTICE.

\$45,000 TO LEND upon
FIRST CLASS
MORTGAGE SECURITY in large or small
Amounts.
Apply—
J. J. FRANCIS,
4, Des Voeux Road.
Hongkong, 13th May, 1901. [1235]

OUR PARIS LETTER.

Paris, 27th April.
The number of gossips at the object of
the visit of the French Foreign Minister
to the Tsar are as numerous as the
efforts to put off the opinion of the public
by the Russians. It is, however, the idea
in financial circles that it is the money
difficulty which is deranging the political
situation of the Muscovites. Cash solvency is
the bone and sinew of all speculation. Every
intelligent person can see as far now-a-days into
a millionnaire's mind. There are no state
secrets of any importance to conceal. The
telegraph and newspapers, even by their canards,
lay bare the secrets of the political heart. The
possible alliances can be as readily grasped as
the impossible ones, and it is well known that
the fear of having to pay the Piper keeps the
most war-like state in the traces, should kicking
become general.

Russia may want a station in the Mediter-
ranean, hence the rumour that she and France
will secure that at the cost of Morocco. But
Germany, Italy, the United States, and Spain
covet Naboth's Vineyard also, while England
has to be reckoned with. As to a Franco-
Russian alliance in the Far East, that is the
unknown; China may not be so lead as many
imagine after all; and however some nations
may desire to see the old empire partitioned,
the job is very tough and the risk great. Great
nations are now colonial empires, so have given
hostages to fortune by their new territories;
they all said at one time colonies were a source
of weakness, that they were weighing down Eng-
land; they are now in the same boat, so cannot
indulge in any wars for an idea, or oppressed
nationalities. Wisdom lies in keeping quiet
and not being envious of your neighbour.

The trial of the Count de Comarville for
the shooting of his wife on the 17 November
last produces great excitement. The victim
and her husband belong to good families; they
led a quiet and domestic life for many years till 1896,
when the Count separated them. The Count was
a retired subaltern officer; he ran through all
his wife's fortune after exhausting his own; this
preyed on a jealous and suspicious nature,
aggravated by his wife's frequent and suspicious
visits to M. Leroux, her legal adviser. The
husband was convinced that improper intimacy
existed between his wife and her retired lawyer,
that the constant visits to his office were only
a cloak for his wife's frequent and suspicious
visits to M. Leroux, her legal adviser. The
husband was convinced that improper intimacy
existed between his wife and her retired lawyer,
that the constant visits to his office were only
a cloak for his wife's frequent and suspicious
visits to M. Leroux, her legal adviser.

He was laid her on the staircase to the office of
Leroux, in the Rue de Provence, last
November, and shot her dead. On his trial
will elucidate if he had reasons to be so. On
the table of the Count lies the lady's pink silk
corset, with the hole that the bullet ploughed its
way to her heart; the revolver, and the fatal
bullet extracted from her body, on a small white
plate; other articles of her toilette, and her
photos. The Count was three hours under
examination by the Public Prosecutor, and
passed the ordeal so well as to make a sym-
pathetic impression on the jury. But when
Leroux was examined, he attacked the Count so
rapidly that the Count became a madman, and
the two men abused one another like pick-
pockets, awful language being indulged in.
Near Ronen, the body of a young girl has
been discovered dismembered. In a village
near Chartres, a father—a widower—has mur-
dered his five children. He knocked them on the
head with a mallet, then stabbed them, and next
scarified himself, to lead to the conclusion he
had been attacked by robbers, who stole his
savings, £50. He was a small farmer, and
sought a second wife with money. The party
he had in view objected to his large family,
hence he "removed" them. He has confessed
his crime. The funeral procession of the five
coffins drew tears from the whole country round.
Gilmore, the Englishman, who attempted to rob
and murder Madame Kolb, having confessed his
crime, is now awaiting his trial. Every incident of
his life must be investigated before he is sent be-
fore the jury. His victim is only slowly recover-
ing, her nervous system having been shattered.

Mr. Victorien Sardou has his great wish
gratified—that of marrying his pet daughter.
The accepted fiancée is a playwright like Sardou
himself, and the most that can be said for him
is, that one of his plays is now being repre-
sented. Count Robert de Flers, is the son of
the Marquis (?) of that name, who was very
good to the Sardou family when they wanted
everything. In his very early days Sardou was
as hard up as was ever Daudet and Zola;
he tried every work that would bring him in
the price of a meal. The Sardou's mother is
her father's second wife. Sardou is now
69 years of age, but sound in mind, body,
and estate. He is enormously wealthy, having an
income estimated at £15,000 a year, all the pro-
duct of his plays. He has written so many that
he forgets several of them, but all coin for him,
through his rights of author. It is said he
has a room in his palace at Marly, outside the
city, filled with published and unpublished
plays; he never ceases to write, and in that
respect recalls Victor Hugo, who looked himself
every morning in his garret, ground poetry,
and made chairs and tables—for he was a good
carpenter. Sardou never took a side in open
politics—Ragabaz excepted. Of late years the
envious are delighted to trip him up for
plagiarism. He can laugh at all enemies.

Those who sincerely wish for good relations
to be continued between France and England,
will gladly hail the reappearance of the *Steele*
newspaper, that had to cease publication for
lack of support. Its editor and part proprietor,
was M. Yves Gayot, who, if he, as it is said,
thinks like a Frenchman, writes like a Briton.
In the Dreyfus affair, as well as in that of the
Boer clamour that was taken for sympathy with
oligarchy Paul and his pillagers, he did good
yeoman's service. He did not fear to make his
protest heard against the artistic scurrilities
indulged in by some foolish countrymen, and
their scheming sympathisers, to wit, the Duc
d'Orleans. Having returned to a better frame
of mind, the French can do justice to Gayot
by supporting his sheet.

The Prefect de Police is credited with the
intention of establishing a brigade of detectives
for the purpose of arresting the milk-van men,
who are held responsible for adulterating the
milk with water. Some time ago that was
a crime almost as bad as bigamy—which was
a hanging matter. In Paris, you can go
to some of the cow-sheds, and receive the milk
in your jug; it will be sent to you also in a
can, sealed with wax. If you suspect the retail
dairy-man, send samples of the milk to the city
laboratory, which will be analysed free, and the
Philistines will be at once down on the rogues.
All his milk will be emptied into the kennel, or
water the plain, as in the case of Kitty of Cole-
ruine; his licence will be cancelled, and he will
be either fined or imprisoned. The milk-van
only go to the railway station to take the cans
of milk from the milk-train, and then distribute
them with their wax-sealed lids, to large cus-
tomers. It is said the drivers are in league
with gangs, who meet them in the early morn-
ing in bye-streets, break the genuine seals,
extract milk, add water, and fraudulently seal
up the lids.

The Minister of Marine is to be pitied. One
party told him his famous submarine boats are
only toys, and quite unfit for serious work;
that they must be escorted into action, and then
let slip then as dogs of war, while at the same
moment the enemy would have placed them
beyond all surgery. Again, France was priding
herself on the rapidity with which she could
build warships; that rushing of construction is
fatal, as the ships so run up contract some four
inches in the hull. He has furthermore to
count with the increased cost of British steam
coal, while the English Government intend to
try their hand at subsidising a line of East
African steamers. France, Germany, the
United States, all clutch up their lines of com-
merce, only England cannot see that her trade
and commerce cannot fight bounty-fed competi-
tion.

In the smaller *salon* now opened at the Art
Palace the public applaud Rodin's "Victor
Hugo," a splendid piece of sculpture that will
make all parties forget his "Balzac in the rock."
The best painting is by Jean Béraud. The
truth must be stated, the spectators were few
relatively, and appear more to relish the sun-
shiny weather, that would improve their health
and so enable them to enjoy art emotions.

The Paris Municipality has sent over a de-
legation to London to study how the household
refuse is got rid of by fire. It would not be
bad if the delegates would give the London
county or Borough Councils a few wrinkles as
to carry off the refuse. It is a dirty task that
is anything but model-like; the weekly visits
are irregular, and the emptying of the dirt
tins, antique and slowly.

It seems that the French have had farewell to
Egypt. Each annual report of Lord Cromer's
on the prosperity of the British Protectorate
seems to be fastening the door tighter against
all interference with English administration.
The question of taking over the National Debt
of Egypt and paying off the bondholders at
par—thus gaining some millions by an economy
of interest while getting rid of foreign consuls
courts and such antiquities—still frightens the
French. But that is a thing that has got to be
done.

The project of M. Louis Godard to cross
from New York to Europe in a balloon receives
no serious attention here. That Godard would
willingly risk his life in the attempt, no
one denies. Since the sacrifice of André, no
further throwing away of life is advocated.
Godard is urged to experiment over the
continent of America first, rehearse a long
journey, and learn all that he can form a crew
and a select number of voyagers. Since Nadar's
big balloon trip to Belgium, no collective
balloon excursion has ever taken place; of course
captive ballooning is not in question. It can
hardly be expected that the upper regions of
our atmosphere would keep the peace for 6 or
12 days. But strange events do exist in high
altitudes. Who would have thought that the
appearance of a three-tailed comet at the Cape,
made the Boers more resolute to restore Pre-
sidents Kruger and Steyn to their old arm
chairs?

怡牛號
YEE SANG & CO.,
COAL MERCHANTS,
have always on hand
LARGE STOCKS OF EVERY DESCRIPTION
OF COAL.
Address—Care of Messrs. KWONG SANG & Co.
No. 144, DES VOEUX ROAD. [883]

POHOMULL BROTHERS
57 & 59, QUEEN'S ROAD CENTRAL,
WHOLESALE AND RETAIL
IMPORTERS AND EXPORTERS.
Have for Sale,
INDIAN, Chinese and Japanese Silk Goods
for Ladies and Gentlemen, and other Articles.
Oriental Embroidery, Rugs and Carpets,
Jewelry, Costume Pearls, Ivory, Sandalwood
and Tortoiseshell Wares, Curiosities and Fancy
Goods.

INSPECTION IS SOLICITED.
Hongkong, 8th November, 1900. [27]

OREGON LUMBER.
THE Underigned, being closely connected
with the leading MILLS at PORT-
LAND and PUGET SOUND, are always pre-
pared to book orders for any specifications at
LOWEST RATES.

SIEMSEN & CO.,
Hongkong, 14th February, 1901. [50]

BAILEY & MURPHY.
CONSULTING ENGINEERS AND
SURVEYORS,
60 & 62, DES VOEUX ROAD.
Telephone No. 187. Telegrams "Contract."
W. S. BAILEY, M. I. M. E. E.
E. O. MURPHY, M. I. M. E. E.
Hongkong, 4th January, 1901. [13]

INSURANCES

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG

The Underigned AGENTS of the above
Company are PREPARED to ACCEPT First
Class Foreign and Chinese Risks at Current
Rates.
SIEMSEN & CO.,
Hongkong, 29th May, 1895. [31]

AACHEN AND MUNICH FIRE IN-
SURANCE CO.
OF AIX-LE-CHAPPELLE.

THE Underigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.

REUTER, BRÖCKELMANN & CO.,
Agents.
Hongkong, 21st April, 1897. [14]

"L'UNION"
FIRE INSURANCE COMPANY, LD.
(Established 1828).

THE Underigned, having been appointed
GENERAL AGENTS for the above
Company, is prepared to ACCEPT RISKS
at current rates.

Claims settled direct without reference to the
Head Office.
A. R. MAINTY,
Agent.
Hongkong, 1st August, 1900. 2794

"L'URBAINE"
FIRE INSURANCE COMPANY, LD.
(Established 1833).

THE Underigned, having been appointed
GENERAL AGENTS for the above
Company, are prepared to ACCEPT RISKS
at current rates.

P. LEMAIRE & CO.,
Agents.
Hongkong, 7th February, 1901. [439]

COMMERCIAL UNION ASSURANCE
COMPANY, LIMITED.

Assets Exceed £85,000,000

IN Accordance with Instructions received
from the Head Office of this Company, a
Branch of the
ACCIDENT DEPARTMENT
has been opened in Hongkong. Policies can now
be obtained for FIRE, MARINE, TYPHOON,
and ACCIDENT INSURANCE and
FIDELITY GUARANTEE.

W. H. T. DAVIS,
Local Manager,
10, Des Voeux Road, Central.
Hongkong, 22nd May, 1901. [1807]

TO TOURISTS AND TRAVELLERS.

THE STANDARD LIFE ASSURANCE
COMPANY grants Policies to Travellers
for Three or Six Months without Medical
Examination.

Before leaving for a tour or for your holidays
take out one of these Policies to cover any out-
standing debts you may have or an overdraft at
the Bank.

The cost is trifling, and the benefit, should
anything happen to you while away, will be
incomparable.

For Particulars of the Scheme, apply to
DODWELL & CO., LD.,
Agents.
Hongkong, 20th May, 1901. [1293]

SUN INSURANCE OFFICE, LONDON

FOUNDED 1710.
The Underigned having been appointed
AGENTS for the above Company, are pre-
pared to ACCEPT RISKS against FIRE at
Current Rates.

SIEMSEN & CO.,
Agents.
Hongkong, 16th May, 1892. [30]

SALAMANDER FIRE INSURANCE
COMPANY.

THE Underigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.

HOTZ, JACOB & CO.,
Agents.
Hongkong, 2nd April, 1900. [33]

TRANSATLANTIC FIRE INSURANCE
COMPANY OF HAMBURG

The Underigned, having been appointed
AGENTS for the above Company, are pre-
pared to ACCEPT RISKS against FIRE at
Current Rates.

SIEMSEN & CO.,
Agents.
Hongkong, 16th November, 1872. [29]

NORTH BRITISH AND MERCAN-
TILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1899
£14,409,088.

I. AUTHORIZED CAPITAL. £3,000,000 0 0
SUBSCRIBED CAPITAL. 2,750,000 0 0
PAID-UP CAPITAL. 587,500 0 0
II. FIRE FUNDS. 2,791,183 13 7

The Underigned, having been appointed
AGENTS for the above Company, are pre-
pared to ACCEPT RISKS against FIRE at
Current Rates.

SHEWAN, TOMES & CO.,
Agents.
Hongkong, 22nd June, 1900. [1872]

PHENIX FIRE OFFICE

The Underigned are now prepared to
GRANT POLICIES of INSURANCE
against FIRE at Current Rates.

DOUGLAS LAFRAIK & CO.,
Agents for the Phoenix Fire Office.
Hongkong, 17th August, 1887. [32]

THE WESTERN ASSURANCE COM-
PANY OF TORONTO, CANADA,
INCORPORATED 1851.
CAPITAL £240,000.

THE Underigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.

WM. MEYERINK & CO.,
Agents.
Hongkong, 18th May, 1900.

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & REG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON	CALCHAS	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-morrow.
LONDON	DARDANUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 11th June.
LONDON	MACHAON	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 25th June.
LONDON	PROMETHEUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 9th July.
LIVERPOOL DIRECT	RHAPSODY	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 31st inst., at Noon.
BREMEN, via FORT OF CALLE	PREUSSEN	Ger. str.	—	E. Prehn	MELCHERS & CO.	On 29th inst., at Daylight.
MARSEILLES & LONDON, &c., v. SINGAPORE, &c.	INABA MARU	Jap. str.	—	W. Bainbridge	NIPPON YUSEN KAISHA	On 31st inst., at Daylight.
MARSEILLES & LONDON	CEYLON	Brit. str.	—	W. Hayward, R.N.E.	P. & O. S. N. Co.	On or about 1st June.
MARSEILLES, &c., via PORTS OF CALL	LAOS	Jap. str.	—	G. E. T. Cook	MESSAGERIES MARITIMES	On 3rd June, at 1 P.M.
MARSEILLES, LONDON & ANTWERP, v. S'PORE, &c.	SHINANO MARU	Jap. str.	—	G. Anderson	NIPPON YUSEN KAISHA	On 14th June, at Daylight.
MARSEILLES, LONDON & ANTWERP, v. S'PORE, &c.	HITACHI MARU	Ger. str.	—	Forster	NIPPON YUSEN KAISHA	On 28th June, at Daylight.
HAVRE & HAMBURG	WITTENBERG	Ger. str.	—	Hempel	HAMBURG-AMERIKA LINIE	On 31st inst.
HAVRE & HAMBURG	NURNBERG	Ger. str.	—	Mayer	HAMBURG-AMERIKA LINIE	On 12th June.
HAVRE & HAMBURG	SAMBIA	Ger. str.	—	Schmidt	HAMBURG-AMERIKA LINIE	On 25th June.
NEW YORK via PORTS & SUEZ CANAL	AFRIDI	Brit. str.	—	—	DODWELL & CO., LIMITED	On 25th July.
NEW YORK	GLENARTNEY	Brit. str.	—	—	McGREGOR BROS. & GOW	On 31st inst.
NEW YORK via SUEZ CANAL	INDEANI	Brit. str.	—	—	JARDINE, MATHESON & CO.	On or about 20th June.
NEW YORK via SUEZ CANAL	ARABA	Brit. str.	—	—	SHAW, TOMES & CO.	On 24th June.
VANCOUVER, via SHANGHAI, &c.	EMPEROR OF CHINA	Brit. str.	—	R. Archibald, R.N.E.	CANADIAN PACIFIC R. CO.	On or about 1st Aug.
VANCOUVER, via SHANGHAI, &c.	ATHENIAN	Brit. str.	—	H. Mowatt, R.N.E.	CANADIAN PACIFIC R. CO.	On 5th June.
VICTORIA, B.C., & TACOMA via SHANGHAI, &c.	VICTORIA	Jap. str.	—	J. W. Ekstrand	NIPPON YUSEN KAISHA	On or about 12th June.
VICTORIA, B.C., & TACOMA via SHANGHAI, &c.	KAGA MARU	Jap. str.	—	—	SHAW, TOMES & CO.	On 10th June, at 4 P.M.
NEW ZEALAND (OR)	INDRAJIT	Brit. str.	—	—	U. & O. S. N. Co.	On or about 5th June.
SAN FRANCISCO via AMOY, &c.	DORE	Jap. str.	—	—	SHAW, TOMES & CO.	On 11th June, at Noon.
SAN FRANCISCO via SHANGHAI, &c.	NIPPON MARU	Jap. str.	—	—	TOYO KISEN KAISHA	On 10th June.
SAN FRANCISCO, &c., via MOJI, &c.	BEIJING KING	Brit. str.	—	—	GIBB, LEITCH & CO.	On 30th inst., at 5 P.M.
AUSTRALIAN PORTS	EASTERN	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 10th June.
AUSTRALIAN PORTS	CHANGHAI	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 28th June, at 4 P.M.
AUSTRALIAN PORTS	ROSETTA MARU	Jap. str.	—	N. Tate	NIPPON YUSEN KAISHA	On 7th June, at Daylight.
KOBE & YOKOHAMA	KANAGAWA MARU	Jap. str.	—	J. Mackenzie	NIPPON YUSEN KAISHA	On 21st June, at Daylight.
KOBE & YOKOHAMA	SADO MARU	Jap. str.	—	W. Thompson	NIPPON YUSEN KAISHA	On 21st June, at Noon.
NAGASAKI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	A. E. Moses	NIPPON YUSEN KAISHA	On 18th June, at Noon.
MOJI, KOBE & YOKOHAMA	KAGOSHIMA MARU	Jap. str.	—	K. Kori	BUTTERFIELD & SWIRE	On 5th June.
TIEN-SIN	KWEIYANG	Brit. str.	—	—	P. & O. S. N. Co.	To-day, at Noon.
SHANGHAI, MOJI & KOBE	NANKIN	Brit. str.	—	C. J. Benton, R.N.E.	BUTTERFIELD & SWIRE	On 29th inst.
SHANGHAI	WHAMPOA	Brit. str.	—	—	P. & O. S. N. Co.	On or about 31st inst.
SHANGHAI & JAPAN	JAVA	Ger. str.	—	G. W. Gordon, R.N.E.	MELCHERS & CO.	Quick dispatch.
SHANGHAI, NAGASAKI, HIOGO & YOKOHAMA	SACHSEN	Ger. str.	—	H. Supper	MISUI BUSSAN KAISHA	On 29th inst.
AMOI, via SWATOW & AMOY	MAIDZURU MARU	Jap. str.	—	K. Kobayama	MISUI BUSSAN KAISHA	On 5th June, at Daylight.
POOCHOW via SWATOW & AMOY	ANPING MARU	Jap. str.	—	S. Aizumi	MISUI BUSSAN KAISHA	On 2nd June.
TAMU via SWATOW & AMOY	DAIJI MARU	Jap. str.	—	K. Sudzuki	MISUI BUSSAN KAISHA	To-morrow.
AMOI, S'PORE, SAMARANG & SOERABAYA	AKASHI MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 29th inst.
SWATOW, AMOI & POOCHOW	SHANTUNG	Brit. str.	—	Roch	DOUGLAS LARSEN & CO.	To-day, at Noon.
AMOI, S'PORE, SAMARANG & SOERABAYA	HAITAN	Brit. str.	—	J. McGinty	SHAW, TOMES & CO.	To-morrow, at 5 P.M.
SWATOW, AMOI & POOCHOW	ESMERALDA	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-morrow.
MANILA	KATFONG	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 16th June.
ILOILO & CEBU	CHANGHAI	Brit. str.	—	E. Fey	DAVID SASSOON, SONS & CO.	On 28th inst., at 3 P.M.
SINGAPORE, PENANG & CALCUTTA	ARABATON APCAR	Jap. str.	—	M. Yagi	SANDER, WIELER & CO.	On 5th inst., P.M.
SINGAPORE & BOMBAY	MELPOMENE	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 21st June, at Noon.
BOMBAY, via SINGAPORE & COLOMBO	MIKE MARU	Jap. str.	—	—	—	—

SHIPPING.

ARRIVALS.
May 23, OBI, British str., 1,851, Richard Pinkham, Moji 14th May, Comd. M. B. KAISHA.
May 23, EVA, German str., 2,083, Ch. Petersen, Bangkok 16th May, Rico.—BUTTERFIELD & SWIRE.

May 23, HIGUCHI MARU, Japanese str., 2,302, Peter Hallstrom, Kuchinotani 19th May, Omi & Cattle.—MITSUI BUSSAN KAISHA.
May 24, BRAEMAR, British str., 2,316, Wm. Watt, Dalry 19th May, Omi.—ORDER.
May 24, VICTORIA, Swedish str., 1,869, J. S. Hallberg, (habeo 18th May, Oil Cakes.—ORDER.

May 24, FUSHUN, British str., 1,500, W. H. Lunt, Shanghai 21st May, General.—CHINESE.
May 24, WANG, British str., 1,127, John Chinkling 20th May, General.—JARDINE, MATHESON & CO.
May 24, EVIE J. RAY, American bark, 958, Kater, Singapore 27th March, Timber.—SANDER, WIELER & CO.

May 24, PABRAMATTA, British str., 2,834, C. Denney, Singapore 19th May, Mails and General.—P. & O. S. N. Co.
May 24, KAIFONG, British str., 1,024, Pennafather, Iloilo and Cebu 20th May, General.—BUTTERFIELD & SWIRE.
May 24, JACOB DIERHOFEN, German str., 823, A. Bieks, Hainan 20th May and Heligoland, General.—JESSEN & CO.

May 24, MAIR, British str., 1,183, J. S. Reoch, Foochow, Amoy and Swatow 23rd May, General.—DOUGLAS, LARSEN & CO.
May 24, DORIC, British str., 4,375, H. Smith, R.N.E., San Francisco 25th April and Shanghai 21st May, Mails and General.—O. & O. S. N. Co.
May 25, NANKIN, British str., 2,537, C. J. Benton, U.N.E., Singapore 18th May, Cotton and Twist.—P. & O. S. N. Co.

May 24, CLAYBURN, British str., 2,155, J. T. Barker, Taku and Weihaiwei 18th May.
May 24, DAIJIN MARU, Jap. str., 890, T. Ogata, Swatow 23rd May, General.—M. B. KAISHA.
May 25, TAISANG, British str., 1,544, Bradley, Shanghai 21st and Swatow 24th May, General.—JARDINE, MATHESON & CO.

May 25, AKASHI MARU, Japanese str., 974, K. Sudzuki, Anping, Amoy and Swatow 24th May, General.—M. B. KAISHA.
May 25, AMIGO, German steamer, 772, Hansen, Manila 22nd May, Ballast.—JESSEN & CO.
May 25, CHWISHAN, British str., 1,281, J. F. Messer, Bangkok 18th May, Rice.—BRADLEY & CO.

May 25, BONAVENTURE, British cruiser, 4,300, J. C. Sawle, from Kobe.
May 24, BENVOLUNT, British str., 2,104, R. W. Thomson, Moji 21st May, Coal.—GIBB, LEITCH & CO.
May 26, CALCHAS, British str., 4,278, Thos. Bartlett, Shanghai 23rd May, General.—BUTTERFIELD & SWIRE.

May 26, DIAMANTE, British steamer, 1,254, A. Ramsay, Manila 23rd May, General.—SHAW, TOMES & CO.
May 26, EASTERN, British str., 3,503, Winthrop Ellis, Kobe 21st May, General.—GIBB, LEITCH & CO.
May 26, LOONGSANG, British str., 1,092, G. S. Weigall, Manila 23rd May, Hemp.—JARDINE, MATHESON & CO.

CLEARANCES.

At the Harbour Master's Office.
Pekin, British str., for Moji.
Yuenang, British str., for Manila.
Fushun, British str., for Canton.
Hohab, French str., for Taku.
Progress, German str., for Tourn.

DEPARTURES.

May 24, MICHAEL JESSEN, German str., for Hainan.
May 24, FENLOE, British str., for Nagasaki.
May 24, HIGUCHI MARU, Japanese str., for Singapore.
May 24, ROSETTA MARU, Japanese str., for Nagasaki.
May 24, KASUGA MARU, Japanese str., for Manila.

May 24, SUEVIA, German str., for Singapore.
May 24, THALES, British str., for Swatow.
May 24, ANPING MARU, Jap. str., for Mantung.
May 24, DUTYBOG, German str., for Manila.
May 24, ULYSSES, British str., for Shanghai.
May 24, HANGOW, British str., for Europe.
May 24, CHINA, American str., for San Francisco.

May 25, PABRAMATTA, British str., for Shanghai.
May 25, PROGRESS, German str., for Tourn.

May 25, HOINAO, British str., for Taku.
May 25, GLOBE, H.M. battleship, for Yokohama.
May 25, PEKIN, British str., for Moji.
May 25, TAISANG, British str., for Canton.
May 25, FUSHUN, British str., for Canton.
May 25, YUENSANG, British str., for Manila.

VESSELS IN DOCK.

ABERDEEN DOCK.—U.S.S. Bennington, Commodore de Philippine, H.M.S. Kiang Tung, Iris, Meade, Union, H.M.S. Fame.
HOMOPOLITAN DOCK.—Colonies, Simongan, Vathan.

SHIPPING REPORTS.

The British steamer *Fushun*, from Shanghai 21st May, had moderate to light variable northerly wind and fine weather.
The British steamer *Diamante*, from Manila 23rd May, had fine, clear weather with occasional light rain showers, wind from north to west.

The British steamer *Loongsang*, from Manila 23rd May, had moderate N.W. breeze with occasional rain squalls from the S.W. and smooth sea.
The British steamer *Catchos*, from Shanghai 23rd May, had light S.W. and S. breezes, weather overcast and gloomy to Breaker Point; thence clear.

The British steamer *Nankin*, from Singapore 18th May, had fine weather throughout. Passed a large 4-masted sailing ship about 500 miles from Hongkong.
The British steamer *Eastern*, from Kobe 21st May, had light variable winds, smooth sea, dull, foggy weather to Breaker Point; thence fine and clear weather.

The British steamer *Taisang*, from Shanghai 21st May and Swatow 24th, had variable winds and fine weather with overcast sky to Swatow. From Swatow to port moderate to fresh W.S.W. wind and clear weather.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:
ADOLPH OBRIG, American ship, Amesbury.—Standard Oil Co.
CLAYBURN, British str., J. Barker.—Dodwell & Co. Ltd.

COMPANIA DE FILIPINA, Amr. str., D. Migue. Orta.—Brandao & Co.
EVIE J. RAY, American barque, Kater.—Sander, WIELER & CO.
BANZA, British str., Arnot.—Standard Oil Co.
SEA WITCH, American ship, Howes.—Master.

VESSELS ON THE BERTH

THE OSAKA SHOSEN KAISHA, LIMITED.
FOR TAMSUI AND KELUNG.
THE COMPANY'S STEAMSHIP.

"AKASHI MARU."
Captain K. Sudzuki will be despatched for the above ports TO-MORROW, the 28th May.
For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.
Hongkong, 21st May, 1901. [1304]

THE OSAKA SHOSEN KAISHA, LIMITED.
FOR ANPING (via SWATOW AND AMOY).
THE COMPANY'S STEAMSHIP.

"MAIDZURU MARU."
Captain K. Kobayama will be despatched for the above ports on WEDNESDAY, the 29th instant.
For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.
Hongkong, 21st May, 1901. [18]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
STEAM TO SINGAPORE AND BOMBAY.
(In close connection with the Company's accelerated line to Trieste).
THE COMPANY'S STEAMSHIP.

"MELPOMENE."
Captain Matcovich will be despatched as above on FRIDAY, the 31st inst., P.M.
For information as to Passage and Freight, apply to SANDER, WIELER & CO., Agents.
Hongkong, 20th May, 1901. [6]

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.
(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS IN THE LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SEGOWIA	HAYRE & HAMBURG (Calling at Singapore and Penang)	On 31st May } Freight.
WITTENBERG	HAYRE, BREMEN & HAMBURG (Calling at Singapore and Colombo)	On 12th June } Freight.
NURNBERG	HAYRE & HAMBURG (Calling at Singapore)	On 25th June } Freight.
SAMBIA	HAYRE & HAMBURG (Calling at Singapore)	On 25th July } Freight.

For further particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, QUEEN'S BUILDINGS, No. 1. [1051]

NIPPON YUSEN KAISHA
(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
INABA MARU	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 31st May, at DAYLIGHT.
KANAGAWA MARU	KOBE and YOKOHAMA	FRIDAY, 7th June, at DAYLIGHT.
KAGA MARU	VICTORIA, B.C., and SEATTLE, U.S.A., via SHANGHAI, KOBE, MOJI and YOKOHAMA	MONDAY, 10th June, at 4 P.M.
SHINANO MARU	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 14th June, at DAYLIGHT.
KAGOSHIMA MARU	MOJI, KOBE and YOKOHAMA	TUESDAY, 18th June, at NOON.
SADO MARU	KOBE and YOKOHAMA	THURSDAY, 21st June, at DAYLIGHT.
YAWATA MARU	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 21st June, at NOON.
MIKE MARU	BOMBAY, via SINGAPORE and COLOMBO	FRIDAY, 21st June, at NOON.
HITACHI MARU	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 28th June, at DAYLIGHT.
ROSETTA MARU	SYDNEY and MELBOURNE, via MANILA THURSDAY ISLAND, TOWNVILLE and BRISBANE	FRIDAY, 28th June, at 4 P.M.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.
For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Canton Road.

Hongkong, 27th May, 1901. [113]

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR SHANGHAI, MOJI, NANKIN, AND KOBE

FOR SHANGHAI AND JAPAN

FOR SHANGHAI AND LONDON

NORTHERN PACIFIC
STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing.
VICTORIA	3,502	J. Panten	May 28th
BRAEMAR	3,601	W. Watt	June 7th
GLENOCLE	3,750	W. Frakes	June 28th

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG to LONDON, 252. Excellent accommodation. First-class Table, Doctors and STEWARDESSE carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG to NEW YORK, 248. The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night; TACOMA to NEW YORK in 4 days. Magnificent Scenery of the Rocky and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG to VICTORIA AND TACOMA, 235. The best route to the KONTAK-GOLD-FIELDS. Frequent sailings from VICTORIA and TACOMA to DREA and ST. MICHAEL.

Rates of Passage to other Ports on application. A Special rate allowed to members of Government Service. For further information as to Passage or Freight, apply to DODWELL & CO., LIMITED, General Agents.

Hongkong, 7th May, 1901. [11]

CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, via CANADA AND THE UNITED STATES. CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY. Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).

"EMPEROR OF CHINA" Comd. B. Archibald, R.N.E. WEDNESDAY, 5th June, 1901.
"EMPEROR OF INDIA" Comd. O. P. Marshall, R.N.E. WEDNESDAY, 28th June, 1901.
"EMPEROR OF JAPAN" Comd. H. Pybus, R.N.E. WEDNESDAY, 17th July, 1901.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey as made connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal ports and AROUND THE WORLD. Return tickets to various ports at reduced rates. Good for 4, 6, 8, and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Government.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

SPECIAL EXTRA SERVICE.

The Company's Steamers "TARTAN" and "ATHENIAN" have now been placed on the line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings, leaving Hongkong as follows:

"ATHENIAN" 3,882 Tons, Comd. H. Mowatt. On or about WEDNESDAY, 12th June. Taking Cargo and Passengers for all points in CANADA and UNITED STATES. In addition to their excellent Saloon Passenger accommodation, these steamers are especially adapted for 3rd CLASS EUROPEAN PASSENGERS, and usually make the run between YOKOHAMA and VANCOUVER in 14 Days.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to D. E. BROWN, General Agent, Peking's Street.

Hongkong, 16th May, 1901. [10]

IMPERIAL GERMAN MAIL
LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

NAUCHSEN	THURSDAY	11th July
KLAUTSCHOU (Hamburg-Amerika Linie)	THURSDAY	25th July
BAVERN	THURSDAY	8th August
STUTTGART	THURSDAY	22nd August
KONIG ALBERT	THURSDAY	5th September
PRINZESS IRENE	THURSDAY	19th September
PRINZ HEINRICH	WEDNESDAY	2nd October
PREUSSEN	WEDNESDAY	16th October
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY	30th October
SACHSEN	WEDNESDAY	13th November
KLAUTSCHOU (Hamburg-Amerika Linie)	WEDNESDAY	27th November
RAYBN	WEDNESDAY	

VESSELS ON THE BERTH.
OCEAN STEAMSHIP COMPANY.

FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL	"PROMETHEUS"	On 28th May.
GLASGOW and LIVERPOOL	"GLAUCUS"	On 11th June.
GLASGOW and LIVERPOOL	"ALCINOUS"	On 14th June.

FOR	STEAMERS	TO SAIL
LONDON	"CALCHAS"	On 28th May.
LONDON	"DARDANUS"	On 11th June.
LONDON	"MACHAON"	On 25th June.
LIVERPOOL, DIRECT	"PROMETHEUS"	On 8th July.
(Taking Cargo at London Rates)	"RHIPHEUS"	On 6th June.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS O. S. S. Co.

Hongkong, 20th April, 1901.

CHINA NAVIGATION CO.,
LIMITED.

FOR	STEAMERS	TO SAIL
ILIOLO and CEBU	"KAIFONG"	On 28th May.
AMOI, SINGAPORE, SAMA- RANG and SOURABAYA	"SHANTUNG"	On 28th May.
SHANGHAI	"WHAMPOA"	On 28th May.
TIENTSIN	"KWEIYANG"	On 5th June.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWN- SVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA"	On 10th June.
MANILA	"CHANGSHA"	On 10th June.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 13th May, 1901.

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
Calling at Tassie, Port Darwin and QUEEN-
SLAND, Porters, and taking through
Cargo to ADELAIDE, NEW ZEALAND,
TASMANIA, &c.

THE Steamship

"EASTERN,"

Captain Ellis, will be despatched for the
above ports on THURSDAY, the 30th inst.,
at 5 P.M.

This well-known Steamer is specially fitted
for Passengers, and has a Redesigning Chan-
ber, which ensures the supply of Fresh Provi-
sions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with
the Electric Light.

A Stewardess and a duly qualified Surgeon
are carried.

N.B.—Return Tickets issued by this Com-
pany to and from Australia are available for
return by the steamers of the China Navigation
Company and vice versa.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 15th May, 1901.

REGULAR STEAMSHIP SERVICE TO
NEW YORK

VIA PORTS AND SUEZ CANAL.
PROPOSED SAILINGS FROM HONGKONG.

"AFRIDI" ... 14th June

"LOWTHER CASTLE" ... 20th June

"HEATHBURN" ... About 17th July.

"HUDSON" ...

"JUPITER" ...

"SABUMA" ...

* Calling at MANILA.

For Freight and further information, apply to
DODWELL & CO. LD.,
Agents.

Hongkong, 24th May, 1901.

COMPAGNIE DES MESSEAGERIES
MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERY, MADRAS,
CALCUTTA, DIBOUTI, EGYPT,
MARSEILLES, MEDITERRANEAN
AND BLACK SEA PORTS,
LONDON, HAVRE, BORDEAUX,
ALSO
PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 3rd June, 1901, at
1 P.M., the Company's Steamship
"LAOS," Captain Flaudin, with Mails,
Passengers, Specie and Cargo, will leave this
port for MARSEILLES via Ports of Call,
WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for Lon-
don as well as for Marseilles, and accepted in
transit through Marseilles for the principal
places of Europe.

Shipping Orders will be granted till Noon.
Cargo will be received on board until 4 P.M.,
Specie and Parcels until 3 P.M. on the 2nd
June. (Parcels are not to be sent on board;
they must be left at the Agency's Office). Con-
tents and Value of Packages are required.

For further particulars, apply at the Com-
pany's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, 21st May, 1901.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS
in CHINA and JAPAN for the above Line
are prepared to issue THROUGH BILLS
OF LADING for all the principal ports in
SOUTH AFRICA, in connection with INDO-
CHINA STEAM NAVIGATION Co.'s fortnightly
service hence to CALCUTTA. Sailings from
CALCUTTA for CAPE PORT every fortnight.
For Freight and further particulars,
apply to

DODWELL & CO. LIMITED,
General Agents for China and Japan.
Hongkong, 4th August, 1897.

VESSELS ON THE BERTH

U. S. MAIL LINES.

PACIFIC MAIL S.S. CO. OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES,
MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE

VIA
THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING
STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

"DORIC"	SATURDAY, 1st June, at Noon.
"PERU"	TUESDAY, 18th June, at Noon.
"COPTIC"	THURSDAY, 27th June, at Noon.
"CITY OF PEKING"	SATURDAY, 13th July, at Noon.
"GAELIC"	TUESDAY, 23rd July, at Noon.
"CHINA"	TUESDAY, 6th Aug., at Noon.

THE O. & O. Co.'s Steamship "DORIC" will be despatched for SAN FRANCISCO,
via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and
HONOLULU on SATURDAY, the 1st June, at Noon, taking Freight for Japan, the
United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONO-
LULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic
lines of Steamers, and to the principal cities of the United States or Canada. Rates may be
obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland
Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL
PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE and NORTHERN
PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of
\$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have between
San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL
PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct lines.

Particulars of the various routes can be had on application.

Special Rates (first class only) to European Ports, are granted to Missionaries, members of
the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials
located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only)
are granted and will apply only to Missionaries, members of the Naval and Military
Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid
full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and
re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months,
will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu, to original
port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full-class fare from the
United States, Canada or Europe, to a port of call in Japan or China and re-embark at each port
of call for return voyage at any time within twelve months, will be allowed a reduction of ten per
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Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to
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Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the
Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages
will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to
address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold
or over) destined to points beyond San Francisco in the United States, should be sent to the
Company's Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is
less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies',
Queen's Building.

GEO. ECKLEY,
ACTING AGENT.

Hongkong, 27th May, 1901.

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THE Steamship "BELGIAN KING" will
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Through Bills of Lading issued to any point
in the United States.

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will be received at the Office until the same
time. All parcels should be marked to address
in full. Value of same is required.

Consular Invoices, to accompany Cargo des-
tined to points beyond San Diego, should be
sent to the Company's Office, addressed to the
Collector of Customs, San Diego.

For further information as to Freight or
Passage, apply to
BUTTERFIELD & SWIRE,
Agents,
Hongkong, China and Japan.

Hongkong, 16th May, 1901.

THE UNITED STATES AND CHINA-
JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.
THE Steamship

"INDRANI"
will be despatched for the above port on or
about 25th June, 1901.

For Freight, apply to
JARDINE, MATHESON & CO.,
Agents.

Hongkong, 17th May, 1901.

SHEWAN TOMES & CO.'S NEW YORK
LINE.

FOR NEW YORK VIA SUEZ CANAL.
THE Steamship

"ARARA"
will be despatched for the above port on or
about 1st August, 1901.

For Freight, apply to
SHEWAN TOMES & CO.,
Agents.

Hongkong, 15th May, 1901.

NOTICE.

FOR SALE.

TENDERS are hereby called for the
ERECTOR OF BRICK SHOPS at
JESSELTON for the NORTH BORNEO
Government, particulars of which may be
seen at the Office of
Messrs. GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 14th February, 1901. [508]

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Also FOCHOV LACQUERED WARE.
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13, BEACONSFIELD ARCADE,
Hongkong, 1st May, 1901. [1145]

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The above Three Launches were built in
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23, PRINCE STREET, WAHCHAI,
Hongkong, 15th April, 1901. [1021]

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Hongkong, 3rd October, 1899. [75]

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Hongkong, 17th May, 1899. [1271]

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Hongkong, 15th September, 1899. [749]

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BUILDING CONTRACTOR,

No. 25, ABERDEEN STREET.

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Hongkong, 18th March, 1901. [782]

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